

T-O-P S-E-C-R-E-T

ALL MISSIONS
DEPARTURE CHECKLIST
MISSION # T284A

<u>MESSAGE</u>	<u>TIME SENT</u>		25X1A <u>INITIALS</u>
AFSSO - JCS	<u>24/0315Z</u>	<u>7601</u>	<u>BL</u>

	<u>TELEPHONE</u>	<u>TIME NOTIFIED</u>	<u>PERSON NOTIFIED</u>	<u>INITIALS</u>
25X1A		<u>/</u> <u>Z</u>		

25X1A

23/1818Z will call us between 2200-2400HRS 23 may and give further instructions on calls. BL

ALL MISSIONS
LANDING CHECKLIST
MISSION # T284A

<u>MESSAGE</u>	<u>TIME SENT</u>		25X1A <u>INITIALS</u>
AFSSO - JCS	<u>24/1095Z</u>		<u>R4Z</u>

25X1

	<u>TELEPHONE</u>	<u>TIME NOTIFIED</u>	<u>PERSON NOTIFIED</u>	<u>INITIALS</u>
25X1A		<u>24/1095Z</u>		<u>R4Z</u>

25X1A

USAF review(s) completed.

T-O-P S-E-C-R-E-T

25X1

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IDEA/OSA

TOP SECRET

1		9		
2		10		
3		11		
4		12		
5		13		
6		14		
7		15		
8		16		
P R O C E D U R E	DEFERRED	XX	PRIORITY	INITIALS
	ROUTINE		OPERATIONAL IMMEDIATE	INITIALS

DATE 22 MAY 1964

FROM: DIRECTOR

CONF: OPS 1-8

INFO:

8631 25X1
25X1A

TO PRIORITY 25X1A INFO 25X1A CITE 25X1A

A. T284A

B. EXPECT 12,000 FEET OF FILM FROM FOR PROCESSING 25X1A
ESTIMATED TIME OF ARRIVAL 26/0200Z AT 25X1A

END OF MESSAGE

25X1A

COORDINATING OFFICERS

TOP SECRET

RELEASING OFFICER

25X1

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25X1A

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ORIG: [REDACTED]
UNIT: **IDEA/CBA**
EXT: [REDACTED]
DATE: **23 MAY 1964**

TOP SECRET

1		9			
2		10			
3		11			
4		12			
5		13			
6		14			
7		15			
8		16			
P R O C E S S I N G		DEFERRED	X	PRIORITY	INITIALS
		ROUTINE		OPERATIONAL IMMEDIATE	INITIALS

FROM: **DIRECTOR**

CONF: **OPS 1-8**

INFO:

08594

25X1

25X1A **PRIORITY**

INFO

CITE

25X1A

25X1A

A. **Y284A**

25X1A B. **RE EXPECT 12000 FEET OF [REDACTED] FILM FROM [REDACTED] FOR PROCESSING.**

25X1A

ESTIMATED TIME OF ARRIVAL 26/1800Z AT [REDACTED]

25X1A

END OF MESSAGE

25X1A

COORDINATING OFFICERS

TOP SECRET

GROUP 1
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downgrading and
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RELEASING OFFICER

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AUTHENTICATING OFFICER

Copy No.

25X1A

ORIG: [redacted]

UNIT: **IDEA/OSA**

TOP SECRET

EXT: [redacted]

DATE: **23 MAY 1964**

1	<i>idea</i>	9
2	<i>cc</i>	10
3	<i>ofa</i>	11
4	<i>dis</i>	12
5	<i>sd</i>	13
6	<i>ss</i>	14
7	<i>rb</i>	15
8	<i>intel</i>	16

25X1

TO: [redacted]

FROM: **DIRECTOR**

CONF: **OSA 1-15 Intel**

INFO:

P R O C E D U R E	DEFERRED	PRIORITY	INITIALS
	ROUTINE	☒ OPERATIONAL IMMEDIATE	INITIALS

08593 25X

25X1A

IMMEDIATE

INFO

CITE: [redacted]

IDEALIST MISSION T284A APPROVED FOR 24 MAY 64.

END OF MESSAGE

25X1A



COORDINATING OFFICERS

TOP SECRET

GROUP 1
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RELEASING OFFICER

AUTHENTICATING OFFICER

Copy No.

2

25X1

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25X1A 22 MAY 64 20 02

CLASSIFIED MESSAGE
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ROUTING	
1	9
2	10
3	11
4	12
5	13
6	14
7	15
8	16

DEFERRED	PRIORITY	INITIALS
XXX	ROUTINE	OPERATIONAL
		IMMEDIATE

8438
25X1A

25X1
25X1A
DATE: 22 MAY 64

TOP SECRET

25X1A
FROM: DIRECTOR
CONF: OSA 1-15 54
INFO:

25X1A 1) ROUTINE INFO CITE

1. IDEALIST MISSION T 284A ALERTED FOR 24 MAY ZULU DATE.
2. PLAN TO OPERATE BETWEEN 24/0200Z AND 24/0810Z, SINO-INDIAN BORDER.
3. YOU WILL BE ADVISED OF ANY DELAYS OR CANCELLATION.

END OF MESSAGE

25X1A

[Redacted Box]

OS/IDEA/OSA

RELEASING OFFICER

COORDINATING OFFICERS
TOP SECRET

GROUP 1
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downgrading and
declassification

AUTHENTICATING OFFICER

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Copy No. 2

25X1A

CLASSIFIED MESSAGE

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UNIT: IDEA/OSA

TOP SECRET

DATE: 22 MAY 64

ROUTING	
1	9
2	10
3	11
4	12
5	13
6	14
7	15
8	16

FROM: DIRECTOR

CONF:

OPS 1-8

INFO:

DEFERRED	PRIORITY	INITIALS
ROUTINE	OPERATIONAL IMMEDIATE	INITIALS

0437

25X1A 25X1

25X1A

25X1A

TO: IMMEDIATE

INFO

IMMEDIATE

CITE

25X1A

25X1

PASS TO CINCPAC

A. T284A

B. 24 MAY ZULU DATE

C. SINO INDIAN BORDER.

D. 24/0200Z, 24/0810Z.

25X1A

E.

END OF MESSAGE

25X1A

C/IDEA/OSA

RELEASING OFFICER

COORDINATING OFFICERS

TOP SECRET

GROUP 1
Excluded from automatic
downgrading and
declassification

AUTHENTICATING OFFICER

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Copy No.

25X1A [REDACTED]
IDEA/OSA

TOP SECRET

25X1 [REDACTED]
22 MAY 64

AFSSO USAF JCS WASH, D.C.

DIRECTOR

XX

0123

TOP SECRET. [REDACTED]

25X1A

25X1 [REDACTED] PROJECT IDEALIST. AFSSO PASS TO AFXOPR. JCS
PASS TO J-3 JRC. CITE OPCEN 7522.

PART I

1. MISSION T284A ALERTED FOR 24 MAY ZULU DATE. TAKE OFF FROM

25X1A [REDACTED] AREA OF OPERATION SINO-INDIAN BORDER.

25X1A LANDING [REDACTED]

2. CINCPAC HAS BEEN NOTIFIED.

3. TAKE WILL BE PROCESSED AT E. K.

4. PART II WITH MSN DETAILS WILL BE FWD WHEN ROUTE FIRM.

END OF MESSAGE

25X1A

[REDACTED]
C/IDEA/OSA

TOP SECRET

IDEA/OSA

TOP SECRET

22 MAY 64

WHITE HOUSE INTERNATIONAL SITUATION ROOM

DIRECTOR

XX

TOP SECRET.

CITE

PLEASEST PASS TO INTERNATIONAL SITUATION CENTER ATTENTION EYES ONLY

OR IF UNAVAILABLE

MISSION T284A ALERTED FOR TAKE OFF AT 24/0200Z. ESTIMATED TIME OF
ARRIVAL 24/0810Z. AREA OF OPERATION SINO- INDIAL BORDER. YOU
WILL BE ADVISED OF ANY DELAYS OR CANCELLATION.

END OF MESSAGE

C/IDEA/OSA

TOP SECRET

25X1

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25X1

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CLASSIFIED MESSAGE

INFO. 0-02

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DATE 0823Z 27 MAY 64

SECRET

ROUTING	
2	10
3	11
4	12
5	13
6	14
7	15
8	16

PRIORITY

TO : DIRECTOR

25X1 FROM : []

ACTION:

INFO : OPSI-8

25X1A TOR: 0930Z 27 MAY 64

25X1A

IN 80602
25X1A

TO PRIORITY []

INFO []

CITE []

25X1

25X1A

A. T284A

25X1A

B. [] SN/9 100

C. P-6-1000B 215-3-11-63

D. 32 SEC -032 RED

E. UNKNOWN

25X1A

F. [] 270630Z

G. COUNTER READING 0542 MASTER ON 5/24/0156Z MASTER OFF

5/24/0640Z TOTAL FOOTAGE 472

H. GOOD

I. FOGGED FIRST HOUR

J. GOOD

K. NONE

L. CLEAR

END OF MESSAGE

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downgrading and
declassification

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25X1 IN 80601 -3- TOP SECRET

ON THE TAKE-UP SPOOL. ALL NUMBERS IN THIS MESSAGE REFER
TO THE DATA CHAMBER RATHER THAN THE TITLED NUMBER.

END OF MESSAGE

CLASSIFIED MESSAGE

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TOP SECRET

0630Z 27 MAY 64

ROUTING	
2	10
3	11
4	12
5	13
6	14
7	15
8	16

DIRECTOR

25X1A

ACTION:

INFO

OPS 1-8

TOR: 0900Z 27 MAY 64

PRIORITY

IN 80597

25X1A

25X1A

TO

PRIORITY

INFO PRIORITY

CITE

25X1A

25X1A

A. T284A

B. GOOD

C. THERE WERE NO MAJOR CAMERA SYSTEM MALFUNCTIONS

END OF MESSAGE

TOP SECRET

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245Z 26 MAY 64

CLASSIFIED MESSAGE
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SECRET

: DIRECTOR

25X1 FROM :

ACTION:

INFO :

TOR: 0541Z 26 MAY 64

25X1A

TO

INFO

CITE

25X1A

A. T284A

B. 342

C. 24 MAY 6:10

D. HQS DIR

E. (1) Q-BAY PRESS PARTIALLY LOST AT ALT (54 M)

(2) BRAKES FAILED ON LANDING

(3) UHF XMITTER INOP ON LANDING

(4) IAS FLUC PLUS/MINUS 5 KNOTS ON CLIMB

(5) ALTIM FLUC PLUS/MINUS 200 FT DURING FLT

(6) TURN NEEDLE SLOPPY

(7) HATCH HTR PWR LITE FLUC ON/OFF DURING FLT

(8) NRR 1 MACH ON A/P CAUSES PORPOISE, NBR 2 OK.

(9) DRIFT SIGHT FOGGED SLIGHTLY FORE AND AFT DURING CLIMB,

OK AFTER F. AND G. NONE

END OF MESSAGE

ROUTING	
2	10
3	11
4	12
5	13
6	14
7	15
8	16

ROUTINE

IN 80359

25X1A

25X1A

SECRET

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CLASSIFIED MESSAGE

DATE 1950Z 25 MAY 64

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TOP SECRET

ROUTING	
1	9
2	10
3	11
4	12
5	13
6	14
7	15
8	16

TO : DIRECTOR

FROM :

ACTION:

INFO :

TOR: 0115Z 26 MAY 64

IMMEDIATE

IN 80334

T284A

TO IMMEDIATE

INFO

CITE

1. ANSWERS TO YOUR QUESTIONS IN [] AS FOLLOWS:

A. NO SKID MARKS. VISIBLE TIRE AND LONG SKID MARKS INDICATE THE WHEELS WERE ROLLING FREE AND WING SKID MARKS INDICATE THAT SPEED WAS HIGHER THAN NORMAL WHEN IT (SKIDED) TOUCHED DOWN. THIS BEARS OUT STATEMENT THAT PILOT WAS DRAGGING TIPS TRYING TO SLOW DOWN. WHEEL MARKS IN DUST AT THE RELATIVELY UNUSED, FAR END SHOW MAXIMUM S TURNS.

B. GEAR COLLAPSED AFTER LEAVING THE RUNWAY. ACFT HAS BEEN RAISED ABOUT 8 INCHES AND I WAS ABLE TO SEE INTO THE RUT WHICH WAS FORMED. GEAR APPEARED TO HAVE SUNK 14 TO 16 INCHES INTO THE SOD FOR A DISTANCE OF 3 TO 4 FEET THEN STRUCK A BURIED STONE OF CONSIDERABLE SIZE. THIS FOLDED THE GEAR BACK TO 75 OR 80 DEGREES FROM THE DOWN POSITION. THE GEAR WELL IS FULL OF EARTH MAKING BULKHEAD INSPECTION IMPOSSIBLE BUT SUSPECT ENTIRE GEAR MOUNTING TORN OUT.

TOP SECRET

GROUP 1
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T O P S E C R E T

PAGE TWO

C. ESTIMATE 15 TO 20 KNOTS WHEN ACFT LEFT RUNWAY.

[REDACTED] WERE ABOUT 300 YDS BEHIND THE BIRD WHEN IT LEFT THE R/W DOING 50 MPH IN THE MOBILE UNIT WITH VERY LITTLE CLOSURE. THIS ESTIMATE ALSO BASED ON DISTANCE OFF R/W AND SOIL TEXTURE.

D. NO EVIDENCE OF HYD FLUID ON R/W. PILOT STATES NO PEDAL PRESSURE ON FIRST ATTEMPT TO APPLY BRAKES. BRAKE RESEVOIR WAS CHECKED WITHIN FIVE MINUTES AFTER BIRD STOPPED AND WAS FOUND EMPTY.

E. PILOT DID NOT MAKE PRESSURE CHECK OF BRAKES IN PATTERN CONSEQUENTLY WAS NOT AWARE OF LOSS PRIOR TO ATTEMPTED USE.

F. NO BRAKES DURING ANY PORTION OF LANDING ROLL

G. NO. .

H. NEGATIVE. LANDING WAS ON R/W 22

I. APPROX 1300 FT

J. MAIN GEAR IS FOLDED BACK (SEE ITEM B).

K. RUNWAY WAS DRY TEMP ABOUT 100 DEG F. WIND CALM.
(2 TO 3 KNOTS)

L. TIRES DID NOT BLOW ON THE RUNWAY. DO NOT KNOW IF BLEW AFTER LEAVING R/W OR NOT.

M. THROTTLE STOP COCKED JUST BEFORE PROBLEM WAS REALIZED.

N. STILL UNABLE TO GIVE COMPLETE DAMAGE REPORT. MAIN GEAR FOLDED BACK, SKIN DAMAGE IN MAIN GEAR AREA. WRINKLE IN RIGHT AILERON, DRIFT SIGHT DAMAGED. TRACKER CAMERA LENS DESTROYED, DAMAGE IN WHEEL WELL UNK. FUEL LEAKS IN WHEEL WELL AND VENTRAL FIN DAMAGED SLIGHTLY.

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FYI. ACFT LEFT R/W 300 FT FROM END AT APPROX 15 DEG

T O P S E C R E T

T O P S E C R E T

25X1A

[REDACTED] (IN 80334)

PAGE THREE

ANGLE. THIS OCCURED BECAUSE DURING ONE OF THE S TURNS THE
RIGHT SKID LEFT THE RUNWAY AND PULLED ENOUGH SO THAT THE
BIRD LEFT THE R/W ON THE RIGHT SIDE. CONDITIONS AT THE DIRECT
END OF R/W INDICATE DAMAGE WOULD HAVE BEEN MUCH GREATER IF
HE HAD GONE OFF THE END. THAT AREA IS COVERED WITH SMALL
MOUNDS OF WASTE BRICKS AND PARTIALLY BURIED LARGE STONES.

END OF MESSAGE

T O P S E C R E T

25X1

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25X1

[REDACTED]

IN 80113

S E C R E T

PAGE TWO

1. NA

25X1A

[REDACTED]

1. NA

25X1A

[REDACTED]

1. NA

RADIO AND NAVAIDS

25X1A

UHF ARC-34 WAS INOPERATIVE DURING DESCENT AND LANDING. OTHER
NAVAIDS GOOD. [REDACTED] 100 PERCENT EFFECTIVE, EXCELLENT
READOUTS EXCEPT FOR TWO AT MAX DISTANCE AND ALSO WITH MAX
NOISE FROM A NEW DIESEL GENERATOR. NO READOUTS WERE MISSED.
BELIEVE LOSS OF "Q" BAY PRESSURE AT 0605Z CAUSED ARC-34
TROUBLE

END OF MSG

0934Z 24 MAY 64

TOP SECRET

DIRECTOR

IMMEDIATE

OPS 1 - 8

TOR 1017Z 24 MAY 64

IN 80105

IMMEDIATE

25X1A

25X1

25X1A

REF

A. T284A

25X1A

B. /0805Z

C. 255/5:50

D. (1) WX BETTER THAN BRIEFED

(2) NAV GOOD

25X1A

(3) MSN GENERALLY SUCCESSFUL. TURNED OFF

25X1A

12 MIN FROM END OF LAST FLT LINE DUE Q-BAY PRESS EXCESSIVE.

(4) ACFT BRAKES FAILED ON LANDING. SEE REF.

E. NONE

END OF MESSAGE

TOP SECRET

25X1

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CLASSIFIED MESSAGE

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DATE 2005Z 24 MAY 64

TOP SECRET

ROUTING

2	DDP	10	DDP
3	DD	11	ONE
4	DDA	12	
5	CL	13	
6	SS	14	
7	SD	15	
8	DDA	16	

TO DIRECTOR

FROM

ACTION:

INFO :

OSA 1-20

IMMEDIATE

IN 80130

TOR: 2109Z 24 MAY 64

TO IMMEDIATE INFO PRIORITY ROUTINE CITE

REF

1. UNDER CIRCUMSTANCES WOULD NOT WORRY ABOUT SEVEN DAY LIMITATION ON DAMAGED PLANE.

2. REF PARA FOUR REF. DO YOU HAVE INFO NOT AVAILABLE TO INDICATING MISSION COVERAGE WAS IN FACT PROBABLY GOOD? WOULD BE HELPFUL BE ABLE TELL SLUG REPLY "NO NIGHT ACTION".

3. FIRST CHANCE EFFECTIVELY PURSUE PERMISSION FOR NEW ARTICLE ENTER WILL BE 27 MAY, WHEN HOPES SEE (WHICH, INCIDENTALLY, WILL INTERFERE WITH CRASH REQUESTS FOR CLEARANCES FOR SUPPORT PLANES). BY ABOUT 0100Z 27 MAY SHOULD WE HAVE PRELIMINARY REPORT ON COVERAGE FROM

4. TO COMMENT INTELLIGENTLY ON MAJOR PROBLEM OF REF, WHETHER OR NOT WE SHOULD TRY SOMEHOW TO GET NEW ARTICLE NEED KNOW: (A) IN AVERAGE YEAR DURING WHAT PERIOD DOES WEATHER EFFECTIVELY RULE OUT COVERAGE OF (B) IN AVERAGE YEAR DURING WHAT PERIOD DOES WEATHER EFFECTIVELY RULE

TOP SECRET

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T O P S E C R E T

25X1A

[REDACTED] (IN 80130) PAGE TWO

OUT COVERAGE OF DOWN RANGE TARGETS FROM MISSILE FIRING RANGE?
PLEASE SLUG REPLY "NO NIGHT ACTION".

25X1

END OF MESSAGE

T O P S E C R E T

CLASSIFIED MESSAGE

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TOP SECRET

DATE 1700Z 24 MAY 64

ROUTING	
1	DD/S&T
2	DD
3	DDA
4	DDA
5	CC
6	DAD
7	SS
8	SD
10	DD
11	CNE
12	RB
13	
14	
15	
16	

IMMEDIATE

TO : DIRECTOR

FROM : [REDACTED]

ACTION: OSA (1-20)

INFO :

TOR 1725Z 24 MAY 64

IN 80125

25X1A

TO IMMEDIATE [REDACTED]

INFO [REDACTED]

CITE [REDACTED]

REF [REDACTED]

RE PAR 2 REF: C-130 RETURNED WITH ONLY ONE BAG. WHEREABOUTS OF MORE BAGS [REDACTED] NOT KNOWN. REQUEST LIFT AIR BAGS BE PROVIDED FROM OTHER U.S. SOURCE IF POSSIBLE. UNTIL WE HAVE THIS EQUIPMENT THE ARTICLE MUST STAY ON END OF RUNWAY OR STAND CHANCE OF FURTHER DAMAGE.

-END OF MSG-

TOP SECRET

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DATE 1255Z 24 MAY 64

TOP SECRET

ROUTING	
1	DDP
2	DDP
3	CC
4	SS
5	SD
6	MD
7	AD
8	ADSS
9	DDP
10	CNE
11	CPL
12	
13	
14	
15	
16	

TO : DIRECTOR

FROM :

ACTION:

INFO : OSA 1-20

TOR 1451Z 24 MAY 64

PRIORITY

IN 80123
25X1A

TO PRIORITY

INFO

CITE

C-130 NR 50028 ARRIVED APPROX 24/1100Z AND WAS

DISPATCHED 15 MINUTES LATER ON A HIGH PRIORITY MISSION WITHIN
THIS COUNTRY. WILL KEEP ALL ADDEES INFORMED.

END OF MESSAGE

TOP SECRET

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GROUP 1
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declassification

3

CLASSIFIED MESSAGE

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DATE 0100Z 24 MAY 64

TOP SECRET

ROUTING	
1	AD/OSA
2	DEA
3	ADP
4	Adm
5	SS
6	SD
7	GC
8	Intef
9	DP/S&T
10	UP
11	CNE
12	
13	
14	
15	
16	

TO : DIRECTOR

FROM :

ACTION:

INFO :

OSA 1-20

TOR 1451Z 24 MAY 64

PRIORITY

IN 80122

25X1A

TO PRIORITY

INFO

CITE

DURING THE COURSE OF THIS VERY UNSATISFACTORY DAY

REQUESTED THAT HE BE GIVEN THE COMPLETE FLIGHT PLAN FOR ALL

MISSIONS FLOWN THIS REQUEST WAS DENIED. HE THEN

WANTED TO KNOW IF RECEIVED THESE FLIGHT PLANS AND WAS

ANSWERED IN NEGATIVE. WHEN ASKED WHY HE WANTED THESE PLANS

HE VAGUELY INDICATED THAT HE WANTED TO BE ABLE TO

EVALUATE THE MISSIONS. HE THEN REQUESTED THAT I QUERY HQ

FOR PERMISSION TO GIVE THE PLANS TO EITHER HIM OR

I RECOMMEND IN CONCURRENCE WITH THAT THIS REQUEST

NOT REPEAT NOT BE CONSIDERED.

END OF MESSAGE

TOP SECRET

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CLASSIFIED MESSAGE

MPG. 8-63

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DATE 1405Z 24 MAY 64

TOP SECRET

ROUTING	
1	DD
2	"
3	DEA
4	Adm
5	CC
6	DAD
7	SS
8	SD
9	Q/ST
10	DDP
11	CNE
12	
13	
14	
15	
16	

TO : DIRECTOR

FROM :

ACTION:

INFO :

OSA 1-20

TOR 1414Z 24 MAY 64

IMMEDIATE

IN 80120

25X1A

TO IMMEDIATE

INFO

CITE

REF

POSSESSES AIR BAGS PLUS ALL EQUIPMENT LISTED IN REF
 PARA 3 WITH EXCEPTION OF VENT LINES (ITEM 7) WHICH HAVE BEEN
 LOCALLY MANUFACTURED IN THE PAST, AND PIPE STABILIZER WHICH
 WAS ALSO LOCALLY MADE FROM LUMBER.

END OF MESSAGE

TOP SECRET

GROUP 1
 Excluded from automatic
 downgrading and
 declassification

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DATE 0910Z 24 MAY 64

CLASSIFIED MESSAGE
TOP SECRET

ROUTING	
1	DD/S&T
2	DDP
3	CNE
4	RB
5	CC
6	DAD
7	SS
8	SD

TO : DIRECTOR

FROM : [REDACTED]

ACTION:

INFO : OSA 1-20

TOR 1246Z 24 MAY 64

IMMEDIATE

IN 80116
25X1A

TO IMMEDIATE [REDACTED]

INFO [REDACTED]

CITE [REDACTED]

1. [REDACTED] REMOVED FROM ARTICLE 342 (MSN I284A) BEING PREPARED FOR TRANSPORT, VIA C-130 50029.

2. C-130 50028 DUE IN FROM [REDACTED] WILL BE DISPATCHED IMMEDIATELY WITH [REDACTED] TO OBTAIN AIR BAGS TO LIFT ARTICLE ON DOLLY. [REDACTED] BELIEVES THESE BAGS ARE AT [REDACTED]

3. [REDACTED] RECOMMENDS ACFT BE DISASSEMBLED FOR TRANSPORT IN C-124 THE FOLLOWING LIST OF EQUIPMENT IS NEEDED TO ACCOMPLISH

- | PART NO. | NOMENCLATURE |
|--------------|--|
| 1. GH-126 | CART ASSY-COMplete WING, AFT FUSELAGE TAIL PIPE STABILIZER, FIN, POGOS |
| 2. GH 194-25 | CART ASSY WING INSTL |
| 3. GH 194 26 | CART ASSY WING INSTAL |
| 4. | WING FLAP BOXES |
| 5. | WING FILLET BOXES |

TOP SECRET

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GROUP 1
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5

T O P S E C R E T

25X1A



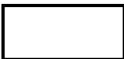
(IN 80116)

PAGE TWO

6. TAIL FILLET BOXES

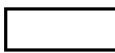
7. VENT LINES FOR WING AND FUSELAGE C-124 VENTING

25X1A

4. NO TAKE OTHER THAN  CAN BE REMOVED UNTIL ACFT IS
RAISED

5. UNABLE TO PROVIDE DAMAGE SURVEY UNTIL ACFT IS UP.

25X1A

6. FOR  IN EVENT AIR BAGS ARE NOT AVAILABLE REQUEST
YO@ STANDBY TO SHIP A SET TO 

25X1A

7. UNTILL REMOVED FROM RUNWAY ARTICLE WILL BE CANVAS
COVERED, WITH FIRE AND SECURITY GUARDS. INCIDENT WAS OBSERVED
BY VERY FEW PEOPLE.

8. STANDING BY.

END OF MESSAGE

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25X1A

T O P S E C R E T 240835Z

25X1

FLASH [REDACTED] C I T C [REDACTED]

[REDACTED]

GROUP 1
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downgrading and
declassification

25X1A

ARTICLE 342 LANDED [REDACTED] 24/0805Z NO BRAKES WENT OFF

RUNWAY 50 YDS FROM END. PRELIMINARY VIEW INDICATES MAIN
GEAR WIPED OUT SUMP TANK DAMAGES ACFT ON ITS BELLY IN SOFT
DIRT NOT FLYABLE. NO PILOT INJURY. DETAILS FOLLOW

T O P S E C R E T

CEN : 0133

ARTICLE 342 : 9: 9- 24/0805Z NO BRAKES 52 [REDACTED] PILOT

BT

25X1A

25X1A

25X1A

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DATE 0835Z 24 MAY 64

TOP SECRET

ROUTING		
1	DFA	DD/S&T
2	Idea	DDP
3	CC	CNE
4	SS	Fidel
5	SD	RB
6	MD	
7	7/tech	
8	DAD	

TO : DIRECTOR

FROM : [REDACTED]

ACTION:

INFO : OSA 1-15

TOR: 0848Z 24 MAY 64

FLASH

25X1A

IN 80102

TO FLASH

RFO

CITE

RYBAT

ARTICLE 342 LANDED [REDACTED] /0805Z NO BRAKES WENT OFF

RUNWAY 50 YDS FROM END. PRELIMINARY VIEW INDICATES MAIN
GEAR WIPED OUT SUMP TANK DAMAGES ACFT ON ITS BELLY IN SOFT
DIRT NOT FLYABLE. NO PILOT INJURY. DETAILS FOLLOW

END OF MESSAGE

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GROUP 1
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3

25X1

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